

NEWS BY THE FRENCH MAIL.

The Messageries Maritimes Co.'s steamer *Djemah*, Capt. Vaquier, with the French mail of the 25th ulto., arrived in harbour this morning. We take the following items from the *London and China Express*:-

The French transport *Vinhlong* left Toulon for Indo-China on the 21st March.

The *Palliser* shell has been served out to the *Porpoise* and *Imphria* instead of the Woolwich shell. The reason assigned is that the *Palliser* shell being larger and heavier is more destructive.

The Chinese flag was hoisted on the three new revenue cruisers, which have just been constructed at Armstrong's yard at Newcastle, on the 22nd March. The vessels will leave shortly for Hongkong.

The following appointments have been made at the Admiralty:-Lieut. A. H. D. Ravenhill and James Webb, to the *Porpoise*; additional, to date March 14; Sub-Lieut. George E. Armstrong, to the *Alacrity*.

The following appointment has received the approval of Her Majesty:-Captain Knight, R.N., to have the local rank of major in Hongkong while Assistant Commandant of the Eastern Battalion of Royal Engineers.

The Admiralty have been advised by the law officers of the Crown that all Colonies possessing responsible Governments are at liberty to provide armed vessels for the purpose of harbour defence, police, and other like purposes in their own waters.

The *Porpoise*, 6, cruiser, Commander R. W. White, left Portsmouth on the 22nd March and sailed direct for the China Station without dropping anchor at Spithead. She conveys out two first-class torpedo boats to join the squadron under Admiral Salmon.

The *Imphria*, 10, cruiser, Captain W. H. May, is at Spithead, taking in her ammunition and preparing for sailing—probably on the 29th inst. She is to take the place of the *Audacious*, 10, Captain J. R. Warren, bearing the flag of Vice-Admiral Sir J. N. Salmon, K.C.B.

Her Majesty's troopship *Orontes* arrived at Portsmouth on the 16th Mar. with naval military expedition men, invalids, and military details from Hongkong, Singapore, Mauritius, the Cape, St. Helena, and M. de la Re. At St. Helena the *Orontes* found the Cape mail steamer *Norham* disabled with a broken shaft, and the troopship brought home the mails to England.

A new settlement will shortly be established in the Cape Colony. It will consist of a number of selected families taken from one of the southern counties of England. The first part is expected to leave in June next. The settlement will be called "Tennyson," after the Poet Laureate, who for many years past has taken great interest in South Africa and other British Colonies.

Commander Edward John Wingfield, R.N., died on the 10th inst. at Bedford Park, Chiswick, aged forty-one years. He entered the Navy in September, 1859, and attained the rank of commander in December, 1882. He served as midshipman in the *Tartar* at the attack on the batteries in the Straits of Simunovitch, Japan, on Sept. 4, 1864, and was severely wounded, his leg being broken in two places by a round shot.

With the exception of France, answers have been received at the Foreign Office from all the countries that took part in the International Conference on the Suez Canal question. They are all favourable to the proposal made by Baron de Werms, that the 'bounty' should be abolished. Though the answer from the French Government is delayed, it is understood that it will be in agreement with those received from the other Powers.

At the comparatively early age of fifty-five Baron von Richthofen has passed to the majority. He was one of the greatest of modern geographers and travellers, and as a geological investigator few equalled him. His great work on "China" is one of the masterpieces of scientific geographical description. Nothing surpassing it has ever been published. The deceased scientist was a native of Karlsruhe, where he was born in 1833.

Lieut. Colonel William Sim MacLeod, Madras Staff Corps, and Superintendent of the Central Jail at Vellore, died on the 7th inst. at 25, Admon-road, South Hampstead. He entered the service in November, 1857, and served with a squadron of the 1st Dragoon Guards during the campaign of 1860 in China, was present at the action of Sihko, the capture of Tanchow, and the Taku Forts, and at the surrender of Peking (medal with two clasps).

There was a scene of unusual excitement in the lobby of the House of Commons on the 21st ulto., when the House was counted out. The bell rang, and a number of members hurried from the smoking-rooms and reading-rooms, thinking that a division was to be taken. The result remained in the lobby, and the result of the count was received with much laughter and cheers from those who were desirous of seeing the business on the paper postponed.

Slight changes in the produce market are perceptible, but prices as a rule do not show further depression. The severe weather has, in many ways, restricted the progress of business operations. There is more general demand for coffee. At the Royal Horticultural Society's sale of the better classes remain steady. Prices of sugar have been irregular, limited business passing in Beet; Java cargoes have sold at better prices.

A great sensation has been caused by the arrest of the Rev. George Frederick Wilfrid Ellis, rector of Wetheringsett, near Stoneham, Suffolk. The arrest was effected by an Inspector of Scotland-yard, at the house of the prisoner's father-in-law at Romford on the 21st, and the rev. gentleman was conveyed to Epsom. The information, which was laid, alleged that the prisoner forged certificates of tonsure and ordination, forged the seal of the Bishop of the diocese. After hearing formal evidence the prisoner was remanded, bail being refused.

An incident which took place at midnight on the 19th March in the House of Commons throws an unexpected light on the Closure Rule. Mr. Healy was speaking in Committee on the Parliamentary Under-Secretary to the Lord Lieutenant Bill, when, on the stroke of twelve, the Chairman rose to close the discussion. Mr. Healy and Mr. Russell both protested, but the Chairman ruled that, according to the Rule, it is competent for a member to move the Closure of the debate has lapsed on the stroke of midnight.

The Socialists have found it convenient to make use of the late constitution in Germany to give renewed signs of their undiminished vigour by a pamphlet, which on Sunday last

was secretly colported in many thousands of sheets into the houses of all the larger German cities. The pamphlet was contained in envelopes which bore the names of a Hamburg firm printed on them, so as to pass as business recommendations. The pamphlet surpasses anything ever read before of such labour in impudence and cynicism. Several of the colporters have been arrested.

As regards the new Emperor, very little about his real state of health reaches the public and what becomes known is not always to be relied on. It is stated that Sir Morell Mackenzie, at last, has been obliged to state that the malady of the Emperor actually is cancer, sickness, which no remedy has been found yet. As present, nevertheless, the Emperor is reported to be doing comparatively well, and the latest accounts of him, two proclamations to the Reichstag and the Russian Diet, indicate the earnest will of the monarch to follow the path of peace which the deceased Emperor had been treading during the last seventeen years.

Lord Hartington, speaking at Carlisle on the 21st March said that the Liberal Unionists had nothing to regret in having maintained the present Government in office, because that Government had maintained our foreign relations with dignity, put an end to obstruction in the House of Commons, and had now proposed a long-promised measure which would give Local Government to the English counties. The latter scheme would save Parliament a great deal of work. It was a reasonable Home Rule measure, and he had no objection to a similar extension of Local Self-government to Ireland, so long as it was compatible with the contingency of one Government and one Parliament for the United Kingdom.

The *Riforma*, a journal published in Rome, referring to a letter published in the *Espresso* recently, in which it was stated that the French Government had prepared to take Spain by surprise, and was only prevented from executing its plans by the hurried movements of Italy, and by the appearance of the English fleet under Admiral Hewitt in the Mediterranean. The *Riforma* says: "We have not understood the object of this publication. If the facts are true, the *Espresso* must admit that the Government was aware of the preparations, and this publication can only excite public opinion uselessly. Supposing, on the contrary, the facts related were not true, the announcement is all the less justified, and it can only produce in foreign countries a false impression."

The Imperial Federation League publish a "Synopsis of the Tariffs and Trade of the British Empire," prepared by Sir Rawson W. Rawson, the chairman of the League. The object of laying this elaborate statement before the public is to remove or reduce the difficulties which exist at present through the prevailing system of taxation, not only in Great Britain, but throughout the Empire, to the formation of a British commercial union which shall include the British possessions in all parts of the globe. The various tables have been framed and the figures extracted from the most authentic sources, viz., the statistical abstracts of the United Kingdom and the several Colonial Blue-books. Besides serving the purpose for which it was compiled, the work will be useful as supplying a synopsis of the tariffs and trade of the Empire.

THE "SAN PABLO."

The following account of the stranding of the *San Pablo* is extracted from the *Shanghai Courier* of the 21st inst. Just to hand:-

The O. and C. Company's steamer *San Pablo*, Captain Reed, with American and Japanese mails, two hundred Chinese passengers, more than 300 tons in treasure, and about 900 tons of general cargo, mostly, we believe, flour, left Yokohama on the morning of the 13th inst. for Hongkong. After leaving the coast of Japan, a course was shaped to make the Chinese coast about Turnabout Island, on which there is a light, and the steamer was in this vicinity before daylight on the morning of the 18th inst. The weather was thick and foggy, but the lead gave 26 fathoms, and the course we understand, was changed to proceed through the Formosa channel. At 11 a.m. the vessel struck on the Tan Rocks, which are about midway between Tan Island and Kwing Island, seven or eight miles to the north of Turnabout Island, the tide carried her broadside on, and she soon became hard and fast. The Indo-China Company's steamer *Pechili*, Captain Bradley, bound from Swatow to Shanghai, had in sight about six o'clock, and anchored within a short distance of the stranded vessel, when soon afterwards steps were taken for the mails, passengers, and treasure to be transferred to the *Pechili*. The *Pechili* was engaged providing accommodation for the unexpected call on the requirements of the steamer, while the boats and crew of the *San Pablo* were employed in making the transference, and the work was done in an orderly and most praiseworthy manner, with little excitement among the Chinese, who, in this instance, did not lose their presence of mind. It is doubtful, in fact, whether they realised their position, before the *Pechili* was alongside. The *Pechili* took on board six bags of American mails, and three of Japanese mails. Nearly all the passengers and in others belonging to the crew, Dr. Smith of the *San Pablo*, Mr. J. Rooney, the purser, Miss Croft, the stewardess, three foreign steamer passengers, and treasure of the value of over two hundred thousand dollars. The *Pechili* left the stranded vessel at six o'clock on the evening of the 18th inst. and arrived here last evening between seven and eight o'clock, her commander, Captain Bradley, is to be complimented on the satisfactory manner in which he managed the emergency in connection with the catastrophe.

The first news of the disaster reached Shanghai, by telegram, yesterday, and it was fortunate that Mr. C. D. Harman, the Hongkong agent of the Pacific Mail Steamship Company, which runs its steamers under an agreement with the Occidental and Oriental Company, was in Shanghai on a temporary visit, when steps were taken to send assistance to the wreck. It was first believed that the U.S.S. *Brooklyn* would leave for the scene of the wreck on this morning, but we understand that she will not go till to-morrow, and that she is now taking in coal. The tugboats *Fyke* and *Rocket* left this afternoon. The *San Pablo* is a well known mail boat on the Pacific, and her commander, Captain Reed, who was popular with passengers, will have the sympathy of many in his misfortune. She is comparatively a new boat, having been built five or six years ago by Messrs. Cramp and Co., of Philadelphia, who have the reputation of being the best ship-builders in the United States. She was the first American steamer of her class that visited Shanghai. She arrived here on the 13th inst., having left New York on the 21st March, and she attracted a great deal of attention at the time, her voyage here having been preceded by long reports in the American newspapers, giving details of her construction, capabilities, and fittings; but the *New York Herald* had apparently not done her justice, a representative of the *Courier* went on board her at Tung-shan and described her minutely, this report extending to four columns, which is to be found in the *Courier* of the 21st May, 1888, and in the *Colonial Empire* of the 21st inst. date. She was built entirely

of iron and steel. The plates in her hull and throughout the vessel are of the most superior kind, possessing a high degree of flexibility. Her dimensions are—Length over all, 349 feet 4 inches; beam, 44 feet; depth of hold, 29 feet 3 inches. She has a double bottom fore and aft, with compartments holding 650 tons of water ballast, and a centrifugal pump which can pump out the whole of that water in two and a half hours by the watch. She has nine cross bulkheads, all of which are watertight. There are three iron decks, the main one being covered with pitch pine, and she was fitted with all the latest improvements which American inventive genius has produced; in fact she was described as one of the finest vessels that had ever visited Shanghai, and as the largest ocean going freight steamer ever built in the States. Captain Reed was also then in command of her. But on her first visit here, she had little or no passenger accommodation, and in the meantime she has been in the hands of the builders, and the sum of \$150,000 spent upon her to make her suitable for the Pacific passenger traffic, and there is no doubt that she takes a very forward place in the ranks of the finest vessels running to China. We are informed, however, that her deck bottom does not extend under the forehold, in which, as she lies on the rocks, there is a rent nine inches wide of water, and that water had found its way into the main hold. Her fate seems doubtful to those who have seen her, one says she will be got off, and the other says her rescue from destruction is impossible, but one thing is certain, that with the appliances and assistance she will soon have, everything will be done that can be devised to save the floating hotel from San Francisco becoming a total loss, but a stiff northerly blow, it is thought, will smash the beautiful and substantial *San Pablo* to atoms in less than twenty-four hours.

AMERICAN STEAM-SHIPING.

The total loss the other day of the American mail steamer *San Pablo*, on the rocky rocks of Hsien Island, though an undoubted disaster for the American flag in these seas and a rude back handed blow at the very natural aspirations of all those Americans who claim of seeing so little of their flag, will yet not seriously check the important steamship commerce which has now for some thirteen years by the coastwise navigation, been steadily flowing to America across the mighty Pacific. It has been, in the language of the singer, a golden stream setting into a Golden Gate, and we may add, whose value will be little diminished by this last shipwreck—certainly not more than the extraction of a small drop from the proverbial bucket. But, notwithstanding this little in the economies of commerce there are still deep and strong feelings of patriotism, or shall it be said, of national vanity, and of empty vain glories, which are powerful enough to prompt all citizens of the republican States—from China to Fuzhou—to deplore the loss of that vessel as a national disaster, because "it snatches from the flag of the eastern world one more of the few emblems of their country. However, America can afford to wait; she is succeeding and prospering as a commercial nation in such gigantic manner as has never hitherto conceived by the monarchial states of Europe, and though her people are unreasonably impatient, they are yet, in the popular language of the States, "bound to win." They are anxious to be on the sea, and to be able to take the line again the masters of great ocean fleets, but the time for that is not yet. That they have fallen from a high estate, thirty years ago, they were the assured masters of it, due to the force of business circumstances and not to the raids of any British built but confederate *Alabama* which American newspapers and American orators were, for so many years, a fond of talking about in their stupid spread-eagling fashion. It was the general introduction of iron and steel as a shipbuilding material which gave the death blow to the American wooden built ships—although in their iron built steamers, it must be admitted, they have been singularly unfortunate in launching a fleet which invariably have appeared unable to secure the cordial assurance of their own people. Their wooden ships are still second to none, as wooden ships, but yet not the success they were thirty years ago.

Iron ship like the now old *Richard Cobden* can run over the seas for thirty years at a cost of absolutely nothing for repairs to her hull during all that period, there is quite enough in that fact to explain the reasons why wooden ships should disappear, no matter what country they may be built in, and for some years past, the price yielded by steam shipping has been a great deal more than the cost of the national aspirations of their owners who, of course, are perfectly welcome to pay for such whims if they please to do so—it is a magnificent idea but it is not trade, however much it may ultimately foster trade. No doubt it is somewhat humiliating for the citizens of New York, of Boston and of San Francisco to have to stand with folded arms and see an enormous tide of passenger and goods traffic, which has been the life of their ports, and the life of the pockets of their owners—their shareholders? In February last, in New Orleans, a great meeting of delegates to the number of 150, from all parts of the Atlantic States of the Union had a conference on this shipping question, when impassioned resolutions were adopted appealing to the whole country to aid in "stirring up some of our ex-Congressmen, Judge Murphy, in a somewhat passionate appeal, advocated the necessity of building ocean fleets at an expenditure of \$50,000,000, to be paid for by the nation. As a fact, some of the citizens of the United States are not unacquainted with the ownership of great ocean packet-ships, three or four of which have long been fighting a tedious uphill battle with the British, the German and the French fleets, playing to regularly from New York. Their experience has been such, that they have not to induce their country, or other American citizens to increase their very sparse numbers of that fleet. If such steamers had been a paying industry there was nothing whatever to stop American citizens from subscribing their money and building more, but the simple fact is, shipping property does not pay; the shareholders, however much they may compensate managing owners and builders. And there are thousands of people in the United Kingdom who, having long since invested in steamers, have never since seen the colour of their money, and worse than that, who have been obliged to sell 250 shares for the modest sum of £2,100. The few people of the United Kingdom who have derived any benefit from shipwrecking during the last ten years are the managing owners and the builders—the

former eating up all profits by their heavy commission on management. Some fleets during the last year or two may have paid the shareholders about seven per cent., but what is that when the property is annually depreciating at the rate of five per cent. per annum? The judges and others who "orate" and ventilate their unsound ideas to the gaping and spend-casting crowd of New Orleans or New York may think it a grand thing to hold a share in one of the big Atlantic greyhounds, but they may also be assured that there are thousands who "are in them," and would gladly be out, if anybody would come to their assistance and buy at par. Looking at that proudly waving British flag, is something like beholding Byron's battle-dress, a glorious sight for him who has no son or brother-tiger. Finally, when the American people come to know more about the inner workings of such ocean greyhounds than they evidently do at present, we shall possibly hear much less impassioned eloquence from the lips of their judges and Colonels about stirring up Congress to create a ruinous fleet of play things like mammoth ocean steamers.

BURMAH NEWS.

(From latest exchanges).

A man was killed near Sawadi in the Bhamo district by Kachin raiders. In Myingyan a police dog was shot by a Kachin, and a policeman was wounded. Mandalay town and district were quiet. There were several dacoities in Shwebo. In Sagaya two thugs and one policeman were murdered, and one policeman was wounded by dacoits. One dacoit was shot in an encounter between 5 dacoits and police. In Kyaukse two dacoits were shot and one was killed, and two were captured. In Yau-few dacoities were committed. In two cases the villagers resisted. A thug with his wife and daughter were murdered by dacoits. In the Lower Chindwin districts one headman was murdered and a village was burned by dacoits. In the Myingyan district a thug was murdered and a village was burned by dacoits. A gang of dacoits under a leader named Aung Baw was attacked by villagers. The villagers are reported to have killed 15 dacoits, one dacoit leader was killed in an engagement with the police, and on another occasion one dacoit leader and two guns were captured. In Toundwinying a ration escort fell into a dacoit ambush; one private was killed. There were a few dacoities in Pinyinna, Meikila and Yemethin. In Meikila two dacoits were killed in an encounter with police.

From the first of April the military status of affairs in Upper Burma becomes officially speaking normal; and the liabilities and privileges of field service cease. The reductions in the garrison through the relief now in progress have been long known; but the only change they will involve in the matter of commands is the abolition of the Brigades. Otherwise, the troops are apparently to remain much as they stand, to the small disappointment of a number of staff officers, some of whom have been in harness from the beginning, and who now see no chance of escaping from the country for another year.

Mandalay, April 5th. Another fire started at 4 a.m. on Thursday in the bazaar off Merchant Street; about 400 houses were burnt; some pukka buildings and the Masjid were saved, otherwise the entire space between Merchant street, 32nd, 30th and 28th roads, were burnt out. The fire got under at sunrise. It is said to be from cooking; there was a strong breeze and great excitement, the engines and the brigade worked splendidly. The loss is unknown, but is very large. One godown containing 10,000 Rupees' worth of property was saved after catching fire three times. Large numbers of troops were present, but the police stopped at home. The fire is still burning, but is under control; all the officials were present. It is generally thought that Mr. Wilkinson, the Captain of the Fire Brigade, deserves great praise.

A few days ago, as the Deputy Commissioner was going along the most road in his dog cart, his pony took fright at a transport elephant and very nearly upset the vehicle. The Deputy Commissioner thereupon ordered a Police constable, who was going by, to apprehend the elephant and mahout; both were taken and lodged in a guard house. The case came on for hearing before the assistant magistrate, who dismissed it. In the meanwhile, the Military authorities have called upon the Deputy Commissioner to explain upon what authority the mahout and elephant were seized, and a war of correspondence has now going on. For our own part, we do not think the D. C. was right in seizing the mahout and elephant, for the simple reason that at present there is no Municipal law regulating the passage of elephants through the town, and consequently the D. C. had no authority to make the seizure. In Lower Burma, we know, that rules exist stipulating hours, but no such rules exist here. Let us hope, however, that our city fathers will now, having seen the necessity, introduce some such rules also in this town. The D. C. in the present case has certainly caused to himself a life was endangered, and considerable damage was done to his trap.

We should hardly have thought so, but it is a fact, nevertheless, that lepers are permitted to be food vendors in Calcutta. One of the Calcutta papers complains bitterly of this. "We, in Mandalay, have almost the same thing to complain of. Lepers are permitted to roam at large. They are to be found on the bridges, in the bazaars, and even where, shrouding themselves in upper every one from whom alms may be expected, and are bold and boisterous in their demands.

Since leprosy is admittedly contagious, this is a great wrong to the public. The masses care little about sanitation and prevention of disease, but why should the Government and the Municipality be indifferent?

The Schweitchoeng Canal in some places emits a bad smell. Poultry disport in its waters freely, and cattle and horses are taken there to wash. Notwithstanding this, the ditches the water for washing clothes. This must be repugnant to many.

People losing employment in Mandalay, are advised to quickly move out of it. One such case has just occurred, the individual making himself a first visible sign at night, and eventually going out of sight altogether. He is gone to seek "fresh fields and pastures new," but, nevertheless, his absence is much regretted by the section of the community, to whom he will be "thought lost to sight," to the least of which has been decided by the Local Government to establish a Small Cause Court in the Cantonments, Mandalay, the Cantonment Magistrate to preside as Judge.

The commandants of the Lucknow and Bareilly Battalions of the Burma Military Police, have been authorized to continue recruiting until further orders. Recruiting for the Agri Battalion has ceased, and Captain J. M. Metcalfe, the commandant, will rejoin his regiment. The men of the Lucknow Battalion, and such men as have volunteered for Burma on the 28th February, the Indian marine steamer *Carnegie*. The date of departure of the Bareilly Battalion has not yet been fixed. When it does move, all men of the Agri and Lucknow Battalions left behind will proceed with it to Burma. Upper Burma is not now the Eldorado for employment that it used to be in the earlier days

of the annexation. The advertisement terms for candidates are becoming stiffer day by day. The post of head clerk in a Government office is vacant. "Applicants must possess a thorough knowledge of English and Burmese, and know office routine and judicial work. None but suitable candidates need apply." And for all this extraordinary qualification, the pay is Rs. 60 per mensem! The italics are, however, the principle of State has sanctioned the appointment for United Burma, but the appointment may not be created for some little time to come. When it comes to be filled up, the choice will, according to the *Pioneer*, probably lie between Mr. Fryer, the Commissioner of Mandalay, and Mr. Smeaton, the Chief Secretary.

These claims against the late government, which the English Government has acknowledged, will be paid in full; other claimants are referred to a civil suit against the English Government as successors to the King.

It is expected that the Railway will be definitely opened for passenger traffic on or about the first of January, 1889.

It is proposed to make arrangements for facilitating the passage of Indian agriculturists and others to Upper Burma; the desirability of increasing the population, more especially of the districts, engages the unremitting attention of the authorities.—*Straits Times*.

An Important Discovery is announced in the *Paris Figaro*, of a valuable remedy for nervous debility, physical exhaustion, and premature decay. The discovery was made by a missionary in Old Mexico; it saved him from a miserable existence and an early grave. We learn that the Rev. Joseph Holmes, Bloomsbury Mansions, Bloomsbury Square, London, W.C., will send the prescription, free of charge, on receipt of a self-addressed stamped envelope.

Co-day's Advertisements.

NOTICE TO CONSIGNEES.

STEAMSHIP "PROSPERITY," FROM ANTWERP AND BORDEAUX.

CONSIGNEES of Cargo are hereby informed that all Goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd May, will be subject to sale.

All Claims against the Steamer must be presented to the Under-signed on or before the 3rd May, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by—

ADAMSON, BELL & Co., Agents.

Hongkong, 27th April, 1888. [443]

NOTICE.

A FRENCH GENTLEMAN just arrived in Hongkong wants BOARD and LODGING in a respectable English Family.

Answer MR. VIZ, Care of French Consulate, Hongkong, 27th April, 1888. [444]

ZETLAND LODGE.

No. 525.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on FRIDAY NEXT, the 4th May, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited. Hongkong, 27th April, 1888. [445]

Auctions.

VALUABLE LEASEHOLD PROPERTY TO BE SOLD IMMEDIATELY.

TO BE SOLD BY PUBLIC AUCTION pursuant to a Decree of the Supreme Court of Hongkong made in a cause TAM KWAN SHI YAU MI HO, No. 42 of 1879, with the approbation of the ACTING CHIEF JUSTICE by Mr. J. M. ARMSTRONG, the person appointed by the said Court upon the respective adjournments on the days hereinafter mentioned, viz.:-

ON THURSDAY, the 3rd day of May, 1888, at 3 O'CLOCK IN THE AFTERNOON.

SIX LOTS THE VERY VALUABLE BLOCK OF BUILDINGS situate on MARINE LOT No. 4A, MARINE LOT No. 125A, and Section B of MARINE LOT No. 4, and in the best and most Central Chinese business portion of the City and with frontages to three important Public Streets, viz.:- Bonham Street, Wing Lok Street and Cross Street and comprising:- Nos. 1 and 2 Cross Street and Nos. 21, 23, 25, 27, 29, 31, and 33, Wing Lok Street and Nos. 31, 33, 35, 37, 39, 41, 43, and 45, Bonham Street. Owing to the favorable situation of this property the owner or owners thereof can always count upon securing good tenants.

ON FRIDAY, the 4th day of May, 1888, at 3 O'CLOCK IN THE AFTERNOON.

SIX LOTS THE VALUABLE PROPERTY situate on INLAND LOT No. 205D in the best part of Hollywood Road and comprising Nos. 209 and 211, Hollywood Road and 1, 2, 3, and 4, Ng Kwai Fong, also the three storied house No. 134, Hollywood Road situate on the Remaining Portion of Inland Lot No. 38, and the three houses Nos. 14, 16, and 18, Possession Street situate on Inland Lot No. 212C and the Remaining Portion of Inland Lot No. 212B.

ON SATURDAY, the 5th day of May, 1888, at 3 O'CLOCK IN THE AFTERNOON.

IN ONE LOT A PIECE OF VACANT GROUND registered as INLAND LOT No. 472 and situate at Bowington between Matheson and Percival Streets and suitable for the erection of Kerosene Godowns.

The sale places can be seen at the Office of Messrs. WOTTON & DEACON, Solicitors, and at Mr. J. M. ARMSTRONG, the Auctioneer. Particulars and conditions of sale may be obtained on application at the office of Messrs. WOTTON & DEACON, Solicitors, Hongkong, or Messrs. CAIDWELL & WILKINSON, Solicitors, Hongkong, or Mr. EWENS, Solicitor, Hongkong, or Mr. WEBSTER, Solicitor, Hongkong, or Mr. J. M. ARMSTRONG, Auctioneer. Dated this 27th day of April, 1888. ALFRED G. WISE, Acting Registrar of the Supreme Court.

Auctions.

PUBLIC AUCTION OF ENGLISH-MADE FURNITURE, WATER-COLOURS, ORNAMENTS, &c.

THE Under-signed has received instructions to Sell by Public Auction,

TO-MORROW,

the 28th April, 1888, at 2.30 P.M. sharp, at the Residence of J. V. VERNON, Esq., Robinson Road,

ELEGANT ENGLISH AND EUROPEAN MADE FURNITURE,

&c., &c., &c.

Comprising:-

Flowered Silk Rep Covered English-made WALNUT DRAWING ROOM SUITE, ANTIQUE ITALIAN INLAND CABINET, HANDSOME WALNUT ETAGERE with HAND PAINTED PANELS, CHIPPENDALE WALNUT MANTLE, MIRROR, WATER COLOURS, PAINTINGS, ENGRAVINGS, CHROMOS, DRESSENS and CHINA ORNAMENTS, BRONZES, &c. FRENCH MANTLE CLOCK, HANDSOME SOLID BRASS CHANDALIER and GAS BRACKETS, DOG FIRE GRATES, and FENDERS, WALL MIRROR BRACKETS, OLD ENGLISH INLAND WRITING DESK, TABLES, COTTAGE PIANO.

BLACK and GILT MIRROR, CABINET, COPYING PRESS and STAND, CANTON BLACKWOOD CURIO STAND, HALL TABLE, &c.

SOLID OAK CARVED CHEFFONIER, OAK DINNERS WAGGONS.

TEAK EXTENSION DINING TABLE, MOROCCO COVERED EASY CHAIRS, SIDEBORD, CORNICES and CURTAINS, &c.

IRON BEDSTEDS with SPRING and HAIR MATTRESSES, MAHOAGANY BEDROOM SUITE, TEAK and MAHOAGANY WARDROBES, CARPETS & CARPETING, ICE BOX, PERAMBULATOR, BATHS, &c.

CANTON FLOWER STANDS, FLOWERS IN POTS, FERNS, &c., &c.

Catalogues will be issued previous to the Sale and the above will be on view on FRIDAY NEXT.

TERMS OF SALE.—As Customary.

G. R. LAMMERT, Auctioneer.

Hongkong, 21st April, 1888. [430]

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 30th day of April, 1888, at 4 P.M., are published for general information.

By Command, FREDERICK STEWART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 21st April, 1888. [434]

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 30th day of April, 1888, at 4 P.M., by Order of His Excellency the Governor, of Sixteen Lots of CROWN LAND, at Saiyingpun, Victoria, in the Colony of Hongkong, for a term of 999 Years.

No. of Registry No.	Locality.	Boundary Measurements.				Contents in Square ft.	Annual Rent.	Upset Price.
S.	N.	S.	E.	W.				
feet.	feet.	feet.	feet.	feet.				
1199	1666'	44'	28' 10"	5' 4"		\$	1,595	\$ 3
1200	165'	39'	34'	6"		\$	1,560	2,100
1201	163'	44'	30'	7"		\$	1,500	1,600
1202	163'	45'	44'	9"		\$	2,415	2,500
1203	163'	46'	44'	9"		\$	449	2,400
1204	163'	48'	48'	9"		\$	2,310	2,400
1205	163'	48'	48'	9"		\$	2,610	2,600
1206	156'	56'	60'	9"		\$	2,000	2,000
1207	156'	56'	60'	9"		\$	2,000	2,000
1208	156'	56'	60'	9"		\$	2,000	2,000
1209	156'	56'	60'	9"		\$	2,000	2,000
1210	156'	56'	60'	9"		\$	2,000	2,000
1211	138'	58'	60'	9"		\$	3,180	3,200
1212	138'	58'	60'	9"		\$	2,660	2,600
1213	138'	58'	60'	9"		\$	2,660	2,600
1214	138'	58'	60'	9"		\$	2,660	2,600
1215	138'	58'	60'	9"		\$	2,660	2,600
1216	138'	58'	60'	9"		\$	3,585	3,600

Intimations. NOTICE.

A. S. WATSON & CO., LTD.

HAVE JUST RECEIVED THEIR ANNUAL SUPPLY

of
LAWN GRASS SEED

SWEET CORN,

for immediate sowing.

THE HONGKONG DISPENSARY.

Hong Kong, 2nd March 1888.

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 27, 1888.

The sickle of the dread reaper has been unusually active amongst those whose names must ever remain associated with the progress in modern times, of the two great nations of the extreme East—China and Japan. Within the short space of a month have been marshalled to their long rest Baron von RICHTOFEN, Consul-General ZAPPE, and RUSSELL ROBERTSON, British Consul and Judge of Her Majesty's Supreme Court in Japan. The value, from a scientific and commercial point of view, of the work performed by Baron von RICHTOFEN, as well as its marked fidelity, becomes each day more apparent and is destined in our opinion to bear fuller fruit. For the past twenty years Consul-General ZAPPE, with zealous devotion and ability, has guided the commercial interests of the great nation he represented in Japan, with a sagacity and circumspection which had won for him the good-will and esteem of all as well as the approbation of his superiors in Germany. More than once he had been called upon to take charge of the Legation in Japan and elsewhere and proved himself as deserving of the high opinion which had been formed of his qualifications and capacity by the veteran diplomatist HERMANN VON BRANDT in Peking, then Minister Resident in Japan. The universal esteem in which the deceased was held by the native and foreign communities of Japan, as well as the profound regret at his untimely end, must be a consolation, however poor, to the German community and their respected representatives at Peking and Tokio. Of the late RUSSELL BROOKES ROBERTSON, it is not too much to say that he lived and died the personification of what is best and most noble in the term—a true English gentleman. The honours which were recently conferred upon him (upon which, from our point of view, we do not play any particular value) are an outward indication, at all events, of the Sovereign's and the Government's appreciation of the value of his services, but they do not gauge, in our opinion, the loss the country has sustained by the premature removal of one whose conscientious and intelligent discharge of his duties reflected a lustre on British civil administration in Japan, which will not be easily dispelled. Gifted with an imperturbable temper, possessing a particularly courteous and charming manner and bearing, he was alike accessible at all times to high or low, native or foreigner. During the troublous and exciting times of young Japan, the calm dignified manner in which he performed his duties merited the admiration of his countrymen, and the care and consideration he bestowed upon all matters submitted to him, justly appeared convincingly both to native and foreigner.

But yesterday, it seems, two figures might be seen walking together, the elder leaning on the younger's arm, on the uplands of Yokohama; the one an elderly, spare, intellectual-looking man, the other no less so, of a Byronic type, from under whose curly clusters of hair beamed forth a pair of kindly sympathising eyes and whose voice was one of peculiar softness and attraction, while the devoted respectful affection shown by the younger to the elder—a touching sight not easily obliterated from memory—showed them to be, as they were, father and son; Sir Brooke and RUSSELL ROBERTSON. Was it too presumptuous then to have indulged in the hope, alas! now only too futile, that the son's promising career might even eclipse the father's? If it were not, that what we venture to think further ennobles the character of RUSSELL ROBERTSON, we should refrain from, however delicately, referring to a shadow which crossed his early domestic life; but the fortitude, dignity and magnanimity with which he bore that trial adds so much to our appreciation of his character that we have ventured to touch upon it with all excuse. That the remains of a British

Consul like RUSSELL ROBERTSON, so identified and interested in British commerce with Japan, should find his last resting place on the crest of that range of historic hills facing the "matchless" or Fusiyama mountain, where Commodore PERRY first landed and negotiated his famous treaty which opened to Japan such beneficent results, results which the deceased did his best, in the true interests of Japan and civilisation to promote, we venture to think is particularly appropriate. Moreover, we recognize it singularly befitting that his pier should be borne to this place of repose by his life-long friends, such representative pioneers of British commerce with Japan as Messrs. MACPHERSON, KINGDON, MOLLISON, RICKETT and E. B. WATSON; and all we can say is that the soil of "at Nippon" has received the remains of many illustrious men, men great in patriotic achievements and mighty deeds, but we are convinced, it contains the ashes of no worthier man than those of RUSSELL BROOKES ROBERTSON.

TELEGRAMS.

(Reader.)

FRANCE.

LONDON, April 25th.
A Manifesto has been issued by the Count de Paris in which he states that the movement in favour of General Boulanger will be futile, and that the revision of the constitution will result in the establishment of a monarchy.

(From the Straits Times.)

FRANCE.

PARIS, April 17th.
M. Jules Ferry, speaking at Epinal, described General Boulanger as a mutinous soldier whose proceedings and programme recalled the Second of December, 1871.

He called upon all sections of Society and politics to unite against this would-be Cæsar.

IRELAND.

LONDON, April 18th.
Mr. Dillon has been arrested in Dublin and conveyed to Drogheda and charged with inciting to non-payment of rent. He has been remanded.

OBITUARY.

Matthew Arnold.
[Eldest son of the late Rev. Thomas Arnold, D.D., head master of Rugby, born December 24, 1822, at Laleham, near Staines, where his father then resided with private pupils; was educated at Winchester, Rugby, and Balliol College, Oxford. He was elected Scholar of Balliol in 1840, won the Newdigate prize for English verse (subject "Cromwell") in 1843, graduated in honours in 1844, and was elected a Fellow of Oriel College in 1845. In 1847 the late Lord Lansdowne nominated him his private secretary, and he acted in that capacity until his marriage in 1851 with the daughter of the late Mr. Justice Wigham, when he received an appointment as one of the Lay Inspectors of Schools, under the Committee of Council on Education, a post which he has lately resigned. In 1848 the "Strayed Reveller, and other Poems," signed "A," appeared, followed in 1853 by "Emdacles on Etna, and other Poems," with the same signature. In 1854 he published a volume of poems in his own name, consisting of new pieces and selections from the two previous volumes. This was followed by a second series, when the first two volumes were withdrawn from circulation. Mr. Arnold, who was elected Professor of Poetry at Oxford in 1857, published in 1858, "Merops," a tragedy after the antique, with a preface, in which the principles of Greek tragedy are discussed, and in 1861, three lectures "On Translating Homer," which he had delivered before the University of Oxford. In the same year he published the records of the educational systems of France, Germany, and Holland, which he had previously submitted to the Government in the shape of a Report, having been sent in 1859 as Foreign Assistant-Commissioner to the Congress of Educationists to inquire into the state of popular education, to obtain further information respecting the various plans of education adopted in those countries. Mr. Arnold, who has contributed, both in prose and in verse, to periodical literature, collected and published in 1865 some of his prose contributions, under the title of "Essays in Criticism." Mr. Arnold again visited the Continent in 1865 to procure for the Royal Commission on Middle-Class Education information respecting foreign schools for the middle and upper classes, and published in 1867 a volume on this subject. In the same year he published "Lectures on the Study of Celtic Literature," in 1868, "New Poems," in 1869, a collected edition of his poems and "Culture and Anarchy, an Essay in Political and Social Criticism," in 1870, "St. Paul and Protestantism, with an essay on Puritanism and the Church of England," in 1871, "Friendship's Garland; being the Conversations, Letters, and Opinions of the late Misses, Baroness von Thun und Trarbach," in 1873, "Literature and Dogma; an Essay towards a better Apprehension of the Bible," and in 1877 "Last Essays on Church and Religion." In 1857 Mr. Arnold ceased to hold the Poetry Chair at Oxford; in 1869 he received the honorary degree of Doctor of Laws from the University of Edinburgh, and in 1870 from his own University of Oxford. In the year 1871 the Order of Commander of the Crown of Italy was conferred on him by the King of Italy, in acknowledgment of his care of the young Duke of Genoa, who lived in Mr. Arnold's family while pursuing his studies in England. Mr. Arnold's collected poems were reprinted in 1877, and again in 1881 and 1885. He has edited the Prophecies of Isaiah, and selections from Wordsworth, Byron, Johnson and Burke. He published in 1879 a volume of mixed Essays, and in 1884 a volume bearing the title of "Irish Essays and Others." On June 14, 1884, Mr. Arnold delivered at Cambridge the annual Rede Lecture, his subject being "Literature and Science." In the summer of 1885 he was made a Doctor of Laws at Cambridge, and in the autumn of that year he visited the United States and delivered there three Discourses which form the last volume published by him. In 1886 he again visited the Continent, to procure for the Education Department information on certain questions connected with maintenance and management of elementary schools. Mr. Arnold's Report has since been published. In 1886 he paid a second visit to America.]—*Men of the Time.*

THE QUEEN.

April 10th.
The Queen and the Emperor of Austria meet next Monday at Innsbruck.

THE CANADIAN FISHERIES.
The Dominion House of Commons has passed the Fisheries Treaty, but the Foreign Committee of the United States Senate have resolved to recommend its rejection.

THE SUEZ CANAL.
The Porte declines the modifications of the 'convention,' as proposed by the English and French Governments.

(From the *Courier de Saigon*.)

GENERAL BOULANGER.

PARIS, April 10th.
General Boulanger has thanked the Dordogne electors and stated that his election signified the country's regeneration; he declines to accept any candidature outside the one he has accepted for the Department of Nord.

FRANCE.

April 11th.

M. Richaud will be Acting Governor-General during the absence of M. Constans.

FRANCE.

April 19th.

At the Chamber of Deputies an interpellation was addressed to the Government concerning the internal policy of the country; the discussion was ended by an order of the day expressing confidence in the Government, and adopted by 379 against 117 votes.

The Chamber has adopted the nomination of a Committee for revising the Constitution.

LOCAL AND GENERAL.

OUR American exchanges ex S.S. *City of Sydney* having come to hand just as we were going to press, we have to postpone publication of American news till to-morrow.

A REGULAR meeting of Zetland Lodge, No. 525, will be held in Freemasons' Hall, Zetland Street, on Friday, the 4th proximo, at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

VERY few teamen says the *Shun-pa*, have arrived at Kikling for the present season and only 115,000 were sent up country, while last year the amount was 100,000 mules.

THE former Governor of Fenchow named Pies Paou-ti, has, the *Poochow Echo* understands, been appointed to succeed the Viceroy Yang, who is transferred to the North in province as Governor-General of Szechuan and K. nash.

WE hear that during a late storm a Swatow on the 9th inst. a large passenger boat from Chao Yang was turned over and seven persons drowned, near the Fishing Islands. Many others close to the same spot have been similarly unfortunate during sudden gusts.

THE *Straits Times* is informed that a German squadron, consisting of the *Bismarck*, flagship, Commodore Heussner, and the corvettes *Carola* and *Olga*, is due in Singapore next month from Japan. The *Disarm* will be relieved as flagship by the *Leipzig*.

A SIMPLE but ingenious method of filling shells with dangerous compounds has just been laid before the American Navy Department. Instead of filling the shells with a mixture of the dangerous elements, they are separately placed in bottles, which will explode by the impact of the shell containing them.

THE new magazine rifle recommended by the Small Arms Committee seems (says the *London and China Express*) doomed to failure, if there is any truth in the rumour current that beside the recent accident reported as having happened to Major Lockyer, the modified Lee rifle burst up or was otherwise disabled twice recently.

THE *N. C. Daily News* hears, from a trustworthy source, that matters have improved at Corea; affairs in Seoul were very quiet, and it is hoped that good progress will now be made in improving the state of the country. It also hears that Mr. Denby will remain at his post, and will not return home as he intended doing some time since.

Wz (*London and China Express*) trust, that the Shanghai correspondent of the *Standard* for once right when he telegraphs "It is reported that Li Hung-chang has declared himself favourable to the opening for European commerce of the St. Kiang, or West River." So many of his previous communications have proved incorrect, that however desirable it may seem, we must receive the news with caution for the present.

By kind permission of Colonel Anderson and the officers of the Northamptonshire Regiment the Regimental Band will play in the Public Gardens, on Sunday, the 29th inst., from 3.30 to 5 p.m. The following will be the programme:

March, "Memory".....Newman.
Overture, "Schubert".....Suppe.
Selection, "Aida and Galata".....Handel.
"Dance".....Waldteufel.
Selection, "Marians".....Waldteufel.
Valse, "Tres De Join".....Waldteufel.

JOHN MORAN, Bandmaster.

Says the *Singapore Straits Times*—For many time circles it may be interesting to know that investigations have been ordered by the commander-in-chief of the German Navy to fix out the practicability of putting the side-light of steamers so as to form an angle of seven degrees forward with the top-lantern. Such a position of the signal-lights has been proposed by a member of the Meteorological Office, as such a position of the lights in future it would be quite easy to make out the course of another steamer at night. For instance, head light at red light perpendicularly together would indicate a course of 75 degrees to the left of the observer's vessel.

WITHOUT criticizing the programme of the Organ Recital, we would venture a few hints to the individual who passes as a musical critic occasionally in the *China Mail*. We refer to the notice in that paper in last night's issue the Recital at the Cathedral on Wednesday evening. The critic in question evidently knew about as much of the effect of the Pedal Organ as a broomstick or of the nature of a 32d chorus; however, he has succeeded in making himself amusingly ridiculous in his ignorant question of the position that singers should take up when performing a quartette, also referred to by the amateur bungler; his "hint" is too a to entertain.

CAPTAIN Collinson with a party, including Mr. Leyburn, is said to have killed another tiger near Amoy.

It is stated that the Imperial Customs Authorities have engaged two professional divers from London.

L'Avenir du Tonquin reports an increase of mad dogs in Hanoi, much to the discomfort of pedestrians both native and foreign.

MESSRS. Butterfield & Swire inform us that the Ocean Steamship Co.'s steamer *Prism*, from Liverpool, left Singapore for this port on the morning of the 25th inst., and is due on the 1st proximo.

THE *Poochow Echo* hears that the line of steamers established to run between Tamsui and Hongkong has been stopped by the authorities, as it interferes with the junk trade between the two above mentioned ports.

THE *Straits Times* regrets to learn that cholera has broken out in the Criminal Prison in Singapore. It seems to be of a virulent type and has carried off three patients in a very short space of time. Two of them, named Nin Jek and Yeo Ah Jek (the latter of whom had only to serve a day or two more to finish his sentence) died on the 17th, and another, named Now Ah Kow, died the next morning at 8 o'clock. On the 17th three more deaths from cholera occurred among Chinese prisoners in the Criminal Prison, so that H. M. Prisoners had six inquests to hold. Death from Cholera was the verdict returned in each case. Several more prisoners have since been taken ill with the same fell complaint.

WE are informed that quite a flutter of excitement was created last night amongst the residents of the Hongkong and Shanghai Bank by a sudden scream of alarm from outside, near the water, at about a quarter to ten o'clock. Of those who rushed out on to the verandah Mr. Thomsett was the first to see and to take in the situation of some one being in the harbour immediately opposite the Bank buildings. With great promptitude he ran down the stairs and on reaching the Praya wall, without hesitation, took a header "into the briny" where a few vigorous strokes brought him alongside a drowning person whom he seized and conveyed to the shore. This rescued person proved to be a native girl of about 12 years of age. Prompt measures were taken to restore breathing and circulation when Drs. Gellach and Canlie arrived. Two hours were carefully attended and in the course of two hours she was sent to the Civil Hospital. We take this opportunity of congratulating Mr. Thomsett on his gallantry and decision, failing which, there is no doubt the girl would have been drowned. How she came to get into the situation has not yet transpired.

SAYS the *N. C. Daily News*—The Chinese Minister to the Court of St. James, has completed his purchase of mining plant for Kweichow at extraordinarily low prices, and the way in which the work was done reflects great credit on the ingenuity of the Chinese Embassy in London.

The buyers, who were utterly ignorant of the details of what they required, were introduced by a firm here to their agents in London, a firm of engineers, and these gentlemen made out a complete list of the plant required with the price against every separate article. This list was then taken to the Chinese Embassy, where the prices were cut out, and a number of copies made of it. These copies were sent round to all the manufacturers in Great Britain, who, thinking that their exportation of this would be the prelude to larger orders in the future, tendered at very low rates, at which they were content to lose money on a first order. The lowest price was accepted, the result being that the whole plant costs the Chinese some thirty per cent. less than ordinary rates; but it is probably the last time that they will be so successful, for their mode of doing the business has effectively disgusted their friends both here and at home.

THE Russian Navy continues to make vast strides, and at the approaching two-hundredth anniversary of the formation of the first Russian fleet, seven new large vessels will be commenced at different ship-yards on the Black Sea. An incident in connection with the building of a first-class ironclad, now in hand at the private Kundishev-Volodin ship-yard at Nikolajev, illustrates the doubtful blessings attending the present Russian protectionist policy. The order for the building of the ship in question was given to the above firm on the distinct understanding that all the material used was to be Russian, the Government being ever anxious to give the home iron and steel industry a life.

The Dundishev-Volodin establishment consequently selected tenders from three large iron works (those of Putyik, Branski, and Neviski), but the prices asked for steel ranged between 3 roubles 45 kopecks and 3 roubles 60 kopecks per pound (about 16 kilos.), while the best English steel was simultaneously offered at 1 rouble to kopecks 10. b. Although the duty on steel is 50 kopecks gold per pound, there was a considerable difference in favour of the English quotation.

The shipyard drew the attention of the naval authorities to the unreasonable prices demanded by the native steel manufacturers, and obtained permission to use English steel so as to teach the home makers a useful lesson.—*Engineering.*

THE following shows the total number of breech-loading guns belonging to the six Great Powers and afloat on January 1st, 1888. For convenience of comparison the guns are roughly classified—Great Britain, guns over 10 tons, 2, guns between 5 and 10 tons 14, guns between 5 and 50 tons 496, guns between 5 and 50 tons 284, under 5 tons 1,388. Germany, guns between 5 and 50 tons 157, under 5 tons 351. Austria, guns between 5 and 50 tons 109, under 5 tons 210. Russia, guns between 5 and 50 tons 155, under 5 tons 267. Italy, guns over 10 tons 30, between 5 and 30 tons 21, under 5 tons 130, or a total for the six chief powers of Europe of 3,916. These figures show the Great Britain to be very inferior to France in the matter of breech-loading guns afloat. We have, indeed, fewer of these weapons than Germany has, and only just as many as Russia. We possess, it is true, more than half the existing naval breech-loaders of from five to ten tons in weight; but on the other hand, France has more than twice our number of guns of under five tons. Taken in connection with a paragraph in the Estimates these facts demand serious consideration. The paragraph states that "considerable delay has occurred in the delivery of guns at the dates previously promised" and that "so few breech-loading guns of large calibre have hitherto been made in this country that all concerned in their manufacture, whether they be private contractors or Woolwich Factory, seem to have dated the finish of their work." This means that a long time must yet elapse ere we can hope to replace all our obsolete guns with modern ones; and that it is impossible for us immediately to regain that incontestable superiority over France which we once possessed.—*London & China Express.*

THE Austrian corvette *Fisana* left Singapore on Sunday last for Batavia.

PRINCE de Saxe Weimar arrived here by the M. M. steamship *Djemnah*, from Singapore, en route for Yokohama.

SAYS the *London and China Express*—The completion of the Canadian Pacific Railway has enabled a great saving to be made in the administration of the Pacific division of the Royal Navy, and has rendered it possible to strengthen the squadron without incurring large expense. The dockyard and depot of Esquimaux, situated on the island of Vancouver, at the terminus of the railway. The railway company is willing and able to convey stores, machinery, and whole ships' crews at very low rates from the Atlantic to the Pacific seaboard, and therefore the Admiralty has decided to commission and repair ships at Esquimaux, on even a larger scale than is already done at Malta and Hongkong. By the extension of Esquimaux dockyard and the use of the railway the saving will amount to a considerable sum annually.

MEETING OF THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon, when there were present: His Excellency the Governor (Sir William H. P. Stewart), Acting Chief Justice, Mr. E. L. O'Mall, Attorney-General, Mr. A. L. L. Colclough, Colonial Treasurer, Captain W. M. Deane, Superintendent of Police, Messrs. P. Ryrie, A. P. McEwen, C. P. Chater, J. H. Irving, and Wong Shing, (unofficial members).

The minutes of the previous meeting were read and confirmed.

The Colonial Secretary laid on the table financial measures which H.E. the Governor recommended the Council to vote, viz.—\$565 to defray the cost of new posts and rails on the Canton parade ground; and \$720 for salaries to four additional clerks at the General Post Office, at \$30 per mensem, till the end of the year. On the Colonial Secretary's motion, seconded by the Colonial Treasurer, these items were referred to the Finance Committee.

The Colonial Secretary also laid on the table some further correspondence relating to the Gap Rock Lighthouse.

By His Excellency's orders, a letter from Mr. H. E. Wodehouse, Superintendent of the Fire Brigade, dealing with some of the suggestions made by Mr. A. P. McEwen at the last meeting, was read.

The Attorney General in moving for the second reading of the Bill entitled "The Coroners' Abolition Ordinance, 1888," said that the object of this Bill was to abolish the office of Coroner and to transfer his duties to one of the local Magistrates. It was proposed to do away with a jury at Coroner's inquests excepting in cases of prisoners dying in Gaol or under specially suspicious circumstances.

The Colonial Secretary seconded, and the Bill was read a second time.

The Attorney General moved that the Council go into committee on the Bill; H.E. said it would be more convenient to postpone consideration on it till the Council disposed of other matters before it, and the subject was dropped.

The Colonial Treasurer moved the 3rd reading of the *Baiting Ordinance, 1888*; the Colonial Secretary seconded, and the Bill was read a third time and passed.

The Attorney General moved an amendment to the European District Reservation Ordinance, 1888, to the effect that a clause should be added allowing the Chinese community to erect within the reserved district such buildings as Chambers of Commerce or any equivalent similar to it, but excluding all houses of habitation for Chinese.

The Colonial Secretary seconded.

His Excellency said that with regard to his reply given to Mr. Wong Shing at the last meeting, he thought it would be desirable to avoid the erection of private buildings altogether in the reserved district, as it would, in course of time, become difficult to discriminate between Chinese dwelling houses and their public buildings; it would probably require the authorities to watch over them to see whether such buildings were a contravention of standing orders or not. Therefore he approved of the limitation introduced by the Attorney General.

The new Section as proposed, was then read and carried, and the Bill having been read a third time, was passed into law.

His Excellency made some remarks as to the deficient translation of his reply to the petition presented by the Cargo boatmen, and the Colonial Secretary read a correct translation, such as was handed to us for publication to-day.

Mr. Ryrie having asked whether he could make any reference to the subject of the present strike of cargo coolies in the Colony, His Excellency replied that he was at liberty to put any questions.

Mr. Ryrie then said he was anxious to know what measures had been adopted by the local authorities to check the strike now going on in the Colony, as the commercial community was suffering great inconvenience therefrom. There was not sufficient Police supervision on the Praya to keep the men from intimidating the coolies who were willing to work. The hon. member himself was proceeding West in a chair at 3 p.m. to-day, when some of the men stopped his coolies. That was a clear case of intimidation, and the authorities should take immediate steps to remedy it. There were "rickshaws" to be seen all along the streets with their seats taken out, as if intimating to the passers-by that their drivers would not take fares. This state of things ought to be attended to without delay.

His Excellency said that it was not incumbent on him to discuss the goodness or badness of the regulations passed before he came to the Colony. He could only say that any organised scheme of disturbing the peace of the Colony would be promptly and effectively repressed. He had heard so many rumours of efforts having been made to disturb order, that he was convinced of the truth; had enquired of the Police authorities how many delinquents had been arrested in connection with this strike, and would see that they and their instigators be adequately punished.

The Council had resumed consideration in the committee on the Coroner's Abolition Ordinance when our report left.

THE COOLIE STRIKE.

The strike against work on the part of the cargo men stands in much the same position yesterday, although if there be any difference, the situation is improved. Shippers and others connected with cargo who on the first appearance of the strike found themselves somewhat at a loss, have, during the last two days thought out the situation, and with the usual fertility of resource which seldom fails energetic people, have discovered ways and means of surmounting many apparent difficulties. Many of the stevedores and men who stow the cargoes in the holds of steamers were always ready to work, and their cessation from it was more in obedience to fear than to any feeling of sympathy with the strikers; these people have now got police protection. In one or two cases—which might readily be applied to all—some steamers in the harbour are moored together in couples, and thus transfer whatever goods require transhipment. The demonstration made by the

military forces yesterday appears to have had a good effect in giving confidence and bringing out the duty men of the ricksha men, for this morning the chairs and rickshaws were plying, though not very numerous, as far as yesterday was concerned. However, even with a small number of rickshaws off duty, the consequences would not, we think, be near so serious as at first supposed, for with the fine calm weather existing at present, much cargo can be shipped and transhipped by means of sea-going junks and the mooring of steamers in couples, which the P. and O. and H. O. lines are already engaged in. The sampans along the west Praya are, this morning, plying for hire, and the condition of the native quarters is quiet.

This morning at the magistracy before Mr. Sercombe-Smith a member of the military police was charged by a coolie with assault and battery. The complainant's clothing was covered with blood and he had a cut on the left forehead. His story was that he was attacked and beaten last night by the policeman without cause. The court was crowded with men of the coolie class. Several witnesses for the defence, all men of the 58th Regiment, who were doing duty as policemen, said the row took place in Cochrane Street and that they did not see the defendant do anything more than order the complainant to disperse along with the crowd. Finally his Worship dismissed the case.

The petition presented to His Excellency the Governor by the cargo boatmen on strike, received the following answer which was posted throughout town yesterday. We append a translation:—

OFFICIAL ANSWER TO THE PETITION OF THE COOLIES.

Sir William de Vaux, C.M.G., Governor of Hongkong and Dependencies, in reply to the petition of the cargo coolies:—I should have given your petition a very careful consideration, and I am sorry that I have not been able to do so. I have, however, been obliged to attend to the urgent business of the Colony, and I have not been able to do so. I have, however, been obliged to attend to the urgent business of the Colony, and I have not been able to do so.

While much regretting the serious loss they are incurring themselves, I, as their best friend, must warn them that if they persist in their strike, the community will gradually learn to do without it, and thus their means of livelihood will be altogether lost.

The following are the provisions of the *Peace Preservation Ordinance* referred to in yesterday's proclamation:—

Section 1 provides that whenever the peace is being broken, a Justice of the Peace may call upon bystanders to give their aid in preserving order and in apprehending persons breaking it.

Section 7 gives Justices of Peace authority to disperse riotous or unlawful assemblies; persons refusing to disperse are liable to three months' imprisonment.

Section 8 prohibits the carrying of arms, except by persons duly authorized, and gives Justices of the Peace power to authorise constables to search for arms. The possession of arms is punishable by six months' imprisonment.

Section 9 provides that persons convicted under any of the preceding sections shall be liable to whipping, in place of or in addition to, any other penalty prescribed by the Ordinance.

Section 10 gives power to enter houses and effect arrests.

Section 11—"Any person during the continuance of any Proclamation under this Ordinance, unlawfully combining to procure a stoppage of the sale or transit from place to place of provisions or other articles, or unlawfully combining to procure shopkeepers, dealers, or other persons to discontinue the sale or transit from place to place of provisions or other articles, or preventing or endeavouring to prevent any person from purchasing or from being supplied with any such articles, shall, on summary conviction thereof before a Magistrate, be liable to imprisonment with or without hard labour for any term not exceeding three months, or to a fine not exceeding fifty dollars, or to both."

Section 12 gives the Governor in Council power to banish any person, not a natural born subject of Her Majesty, whose removal is considered necessary for the public safety.

Section 13 grants an indemnity to any person acting in good faith under the provisions of the Ordinance against any liability in damages or otherwise for any act done by him.

The following is His Excellency's reply to a petition recently presented by the coolies of the Tung-kun district. It was translated into Chinese and circulated throughout the colony, to-day:—

That I feel very much for the coolies who are in a difficult position, I shall care to do all that is in my power to assist them, and I shall do all that is in my power to assist them, and I shall do all that is in my power to assist them.

A Government General Notice has been placed in town to-day, to the following effect:—

Whereas it has come to my knowledge that many of the Coolies who have been in the strike have been working in the night, and that they have been working in the night, and that they have been working in the night.

We hear that a force of from two to three hundred soldiers has been cruising in steam launches about the harbour, but are not sure whether that was in connection with the present troubles or was simply an ordinary drill of the part of the military. Some additional information about the strike will be found in our report of the proceedings of the Legislative Council held this afternoon.

FLOATING THE S. S. "ARDGAY."

Captain G. R. Stuart, of the London Salvage Association, in company with Mr. R. Cook, of the Hongkong and Whampoa Dock Company, arrived here yesterday from the coast of Cochin-China where

had been to examine the position of the steamer *Argay* as she now lies embedded in the sand. Captain Stuart after a careful survey of the steamer's position does not apprehend any difficulty in floating her, and should his Company in London approve of the terms which have been partially made with the Hongkong and Whampoa Dock officials, there will be nothing to stop him from commencing operations in the course of next week.

The plant and machinery for the work will be supplied by the Dock Company

SIX DOLLARS
~~PER QUARTER~~

Mails.

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